# **BookletChart**

# Port Hueneme to Santa Barbara

(NOAA Chart 18725)



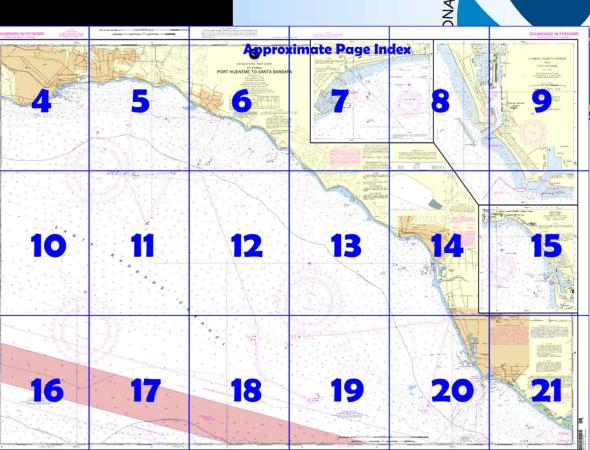
A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

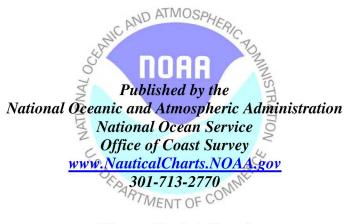
- ☑ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ☑ Convenient size
- ☑ Up to date with all Notices to Mariners

NOAA

Home Edition (not for sale)

- ☑ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.





## **What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

## What is a BookletChart $\stackrel{\text{\tiny TM}}{=}$ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <a href="http://www.NauticalCharts.NOAA.gov">http://www.NauticalCharts.NOAA.gov</a>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

#### **Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 4 excerpts] (478) Port Hueneme is an inland basin, about 1,400 feet long by 1,200 feet wide, located at the head of a submarine canyon, Hueneme Canyon. It is under the control of the U.S. Navy, Naval Construction Battalion Center. The SE part of the basin is owned by the Oxnard Harbor District and is operated as a deepdraft commercial terminal. The commercial terminal is used by cargo vessels; commercial and sport fishing craft; and oil company support vessels,

which operate from here to offshore drilling rigs.

(503) **Channel Islands Harbor**, 1 mile NW of Port Hueneme and 5.8 miles SE of Ventura Marina, is a small-craft harbor. It is used by pleasure and sport fishing vessels and has existing berthing facilities for over 2,400 boats.

(515) A row of cottages extends NW along the beach for 2 miles from Point Hueneme. From the point, low sand beaches and dunes trend NW for 9 miles to the mouth of **Ventura River.** 

(517) **Ventura** is 8.5 miles N of Point Hueneme on **Pierpont Bay.** It has a 1,960-foot fishing pier with about 19 feet of water at the outer end, and about 18 feet at the inner end of a 250-foot loading face.

(522) **Ventura Harbor**, 6.7 miles N of Point Hueneme and just N of Santa Clara River, is a small-craft harbor used by pleasure craft and commercial fishing vessels. It has existing berthing facilities for about 1,500 boats. Commercial fish handling facilities are available in the harbor. In February 2001, a submerged rock was reported in about 34°15.3'N., 119°16.4'W. Caution is advised.

(527) A channel leads NE from the N part of the harbor to a private waterfront home development called **Ventura Keys.** In March 2000, depths of 14 feet were reported in the development.

(532) **Pitas Point,** 5.5 miles NW of Ventura, is the first bold point W of Ventura River. A very steep gulch is on the W side.

(534) **Punta Gorda**, 9 miles NW of Ventura, is low at its outer extremity, but rises rapidly to prominent **Rincon Mountain**.

(535) **Rincon Point**, 11 miles NW of Ventura, is low and sandy. **Sand Point**, 3.5 miles W of Rincon Point, is low and rounding, with the narrow opening to **El Estero**, a lagoon of no importance lying close under and E of it. A rock that uncovers is 550 yards offshore from Sand Point. Oildrilling platforms are off Sand Point.

(536) A Standard Oil installation is prominent on the E side of **Carpinteria**, 8 miles E of Santa Barbara. A submerged pipeline leads to offshore oil drilling platforms and to mooring buoys about 0.6 mile offshore where tankers are loaded. A pier is used to load support boats operating to and from the oil platforms. Many storage tanks are back of and on each side of the pier. One tank with an aluminum-colored dome may be seen from seaward.

(537) **Ortega Hill,** just W of **Summerland** and 18 miles NW of Ventura, is 250 feet high and conspicuous because of the extensive cuts for the highway; from offshore it has the appearance of a large slide.

(538) **Santa Barbara**, 29 miles NW of Point Hueneme, is a resort city and popular yachting harbor. The harbor is used mostly by pleasure craft and fishing vessels. There are about 1,200 slips in the harbor.

(541) **Santa Barbara Point,** 1 mile E of the light, is a high cliff at the SE limit of the narrow tableland extending from Lavigia Hill. The point is the beginning of a sand beach extending 0.6 mile E to **Point Castillo,** the W point of the breakwater forming Santa Barbara Harbor.

(542) Conspicuous landmarks are the neon-lighted hotel tower on the beach 1 mile E of the town, the several radio towers, and the many residences on the hillsides back of the town. At night the lights of Santa Barbara are prominent from the channel, but they are obscured from the W by Lavigia Hill.

(544) The harbor has a 500-yard breakwater extending NE from **Point Castillo** to an extensive sandbar which forms the S side of the harbor. A jetty extends across the sandbar about 400 yards N from the NE end of the breakwater. A light and a fog signal mark the connection between the breakwater and the jetty. The fog signal can be activated upon request to the Coast Guard by radiotelephone VHF-FM channel 16. The NE side of the harbor is formed by **Stearns Wharf.** A light is at the S end of the wharf. A groin, about 125 yards long and marked at its S end by a light, extends S from shore about 0.3 mile W of Stearns Wharf. At night, sometimes the lights are difficult to see against the background of city lights.

# Corrected through NM Aug. 30/08 Corrected through LNM Aug. 19/08

Scale 1:12,500

#### SOUNDINGS IN FATHOMS (FATHOMS AND FEET TO ELEVEN FATHOMS) AT MEAN LOWER LOW WATER

HEIGHTS Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water Contour and summit elevation values are in feet and refer to Mean Sea Level

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

# CAUTION

Area subject to rapid shoaling. Depths from

#### CALITION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

**+ + / / / / /** 

Additional uncharted submarine pipelines and Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be burled, and those that were originally burled may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlichted hunys.

unlighted buoys.

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

#### MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

#### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.002' southward and 3.418' westward to accrease with this phort. to agree with this chart.

# Scale 1:25,000 SOUNDINGS IN FATHOMS (FATHOMS AND FEET TO ELEVEN FATHOMS) AT MEAN LOWER LOW WATER

NOTE H

# For additional information concerning use of this area, please contact the Harbormaster's office at (805)564-5530.

#### POLLUTION REPORTS

ROLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility it elephone communication is impossible (33 CFR 153).

# **Table of Selected Chart Notes**

NOIE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

#### CAUTION

#### Submarine Pipelines

Uncharted submarine pipelines may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Santa Barbara, CA KIH-34 162.40 MHz Santa Barbara Marine, CA WWF-62 162.475 MHz

Buoys in Santa Barbara Harbor are not charted because their positions are frequently changed. The harbor is subject to rapid shoaling.

#### Mercator Projection

Scale 1:50,000 at Lat. 34°18' North American Datum of 1983 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS (FATHOMS AND FEET TO ELEVEN FATHOMS) AT MEAN LOWER LOW WATER

Mariners are cautioned that severe wave action may be encountered over the shoals either side of the marked entrance channel. Inbound and outbound boaters are advised by local interests to rule a direct course from Ventura Marina Entrance Lighted Whistle Buoy "2V" to the breakwater entrance.

#### Scale 1:12,500

#### SOUNDINGS IN FATHOMS (FATHOMS AND FEET TO ELEVEN FATHOMS) AT MEAN LOWER LOW WATER

NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Profection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel\_sewage/.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### NOTE A

NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the office of the District Engineer, Corps of Engineers in Sacramento, California. Refer to charted regulation section numbers.

# NOTE E

Buoys in Ventura Harbor are not charted because they are frequently shifted in position. Mariners could encounter severe wave action in the entrance.

#### NOTE G

Mariners are warned that numerous vessels are anchored and moored east of Stearns Wharf. Caution should be exercised when transiting this area.

Additional information can be obtained at nauticalcharts.noaa.gov.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

#### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, <u>United States Coast Pilot.</u>

# TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOM-MENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to the major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road Separation zones are intended to seperate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

#### CALITION

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

#### NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

#### TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	
(34°16'N/119°17'W)	5.4	feet 4.7 4.7 4.6	feet 1.0 1.0 1.0	
	(LAT/LONG) (34°09'N/119°12'W) (34°16'N/119°17'W)	(LAT/LONG) Mean Higher High Water (34°09'N/119°12'W) 5.4 (34°16'N/119°17'W) 5.4	(LAT/LONG) Mean Higher High Water High Water Good (34*09*N/119*12*W) 5.4 4.7 (34*16*N/119*17*W) 5.4 4.7	

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

HEIGHTS

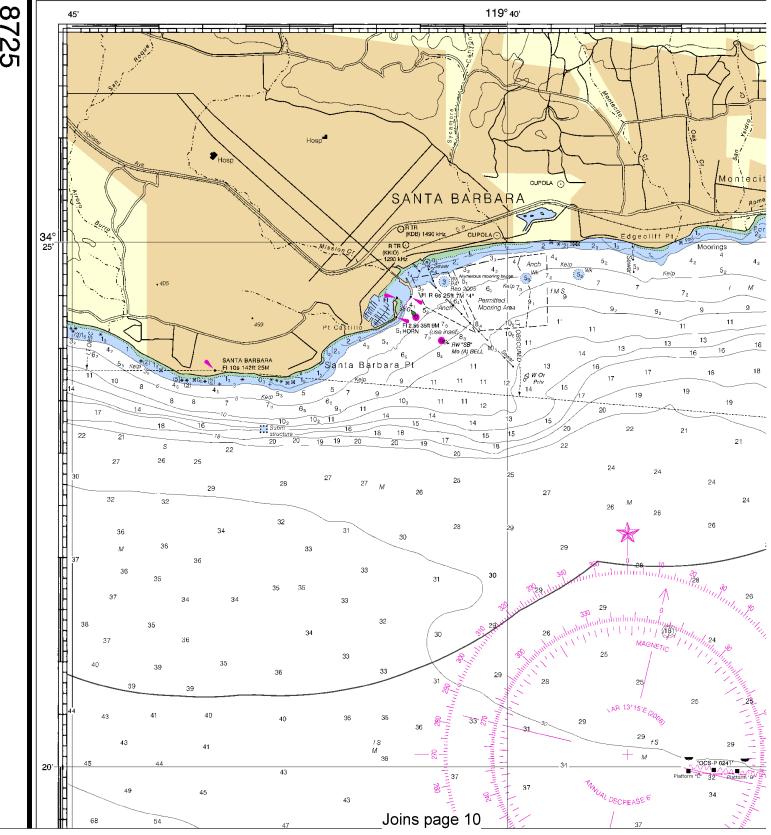
#### PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NaduicalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

Submarine Pipelines Uncharted submarine pipelines may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

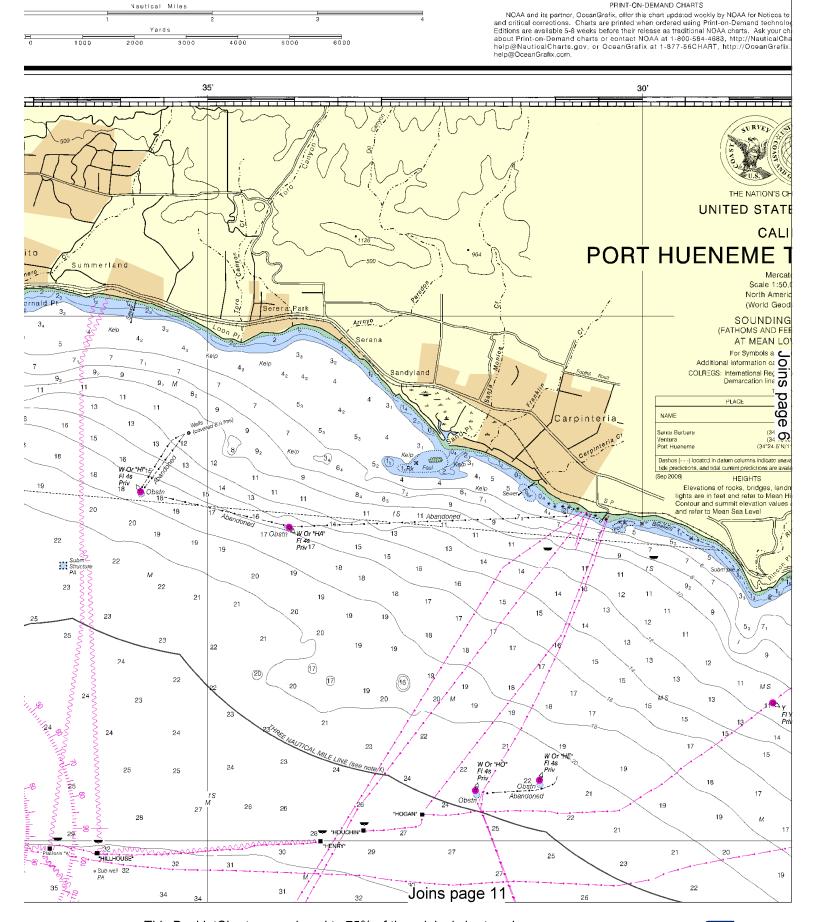


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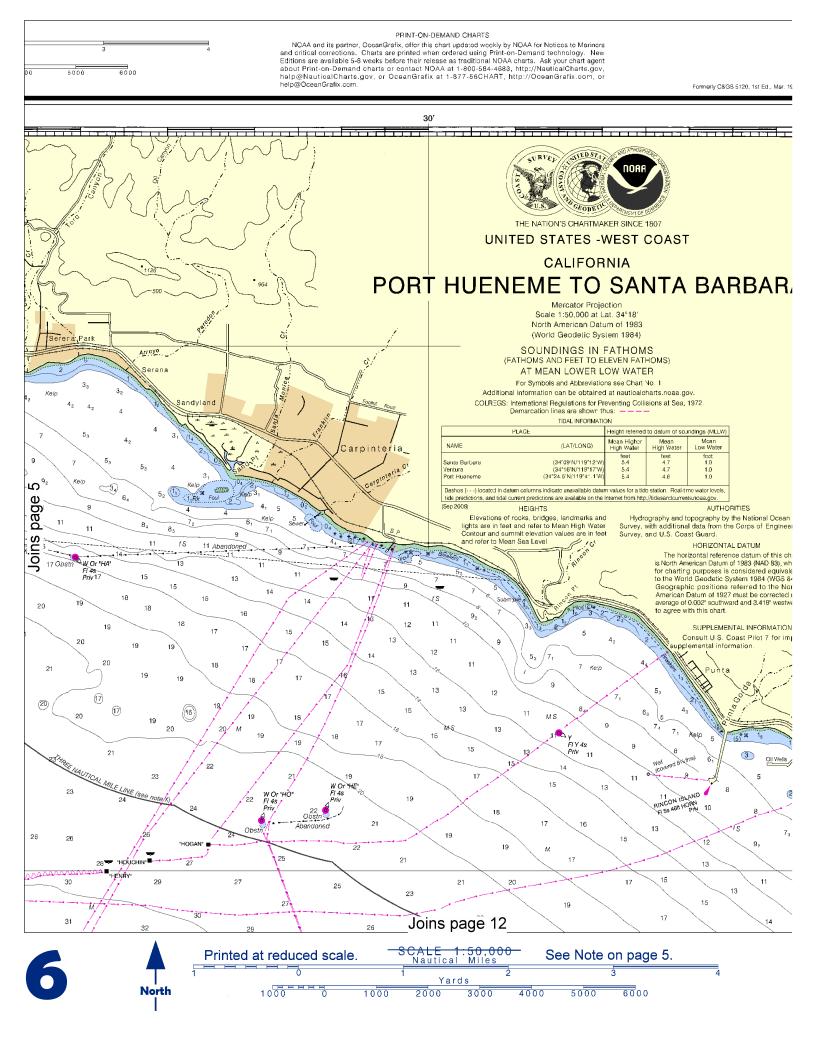


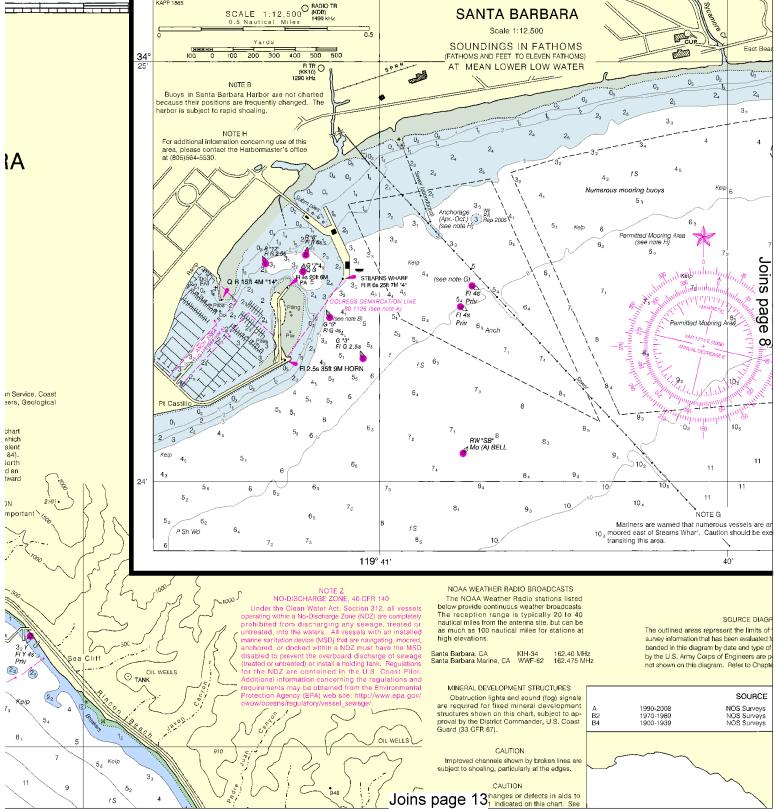


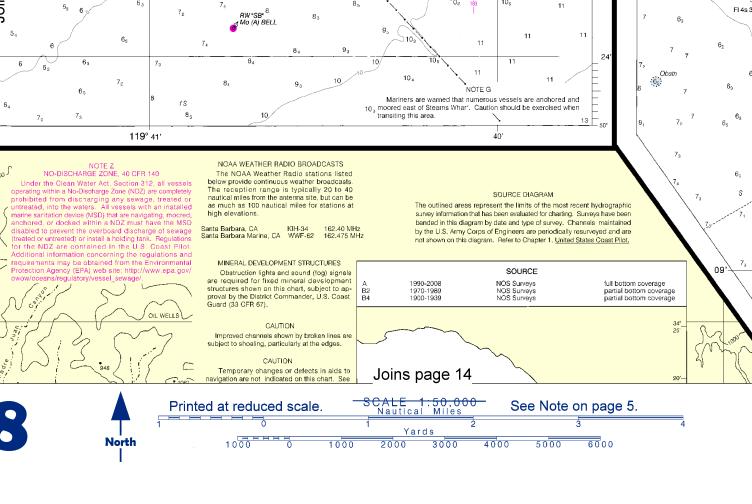




This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



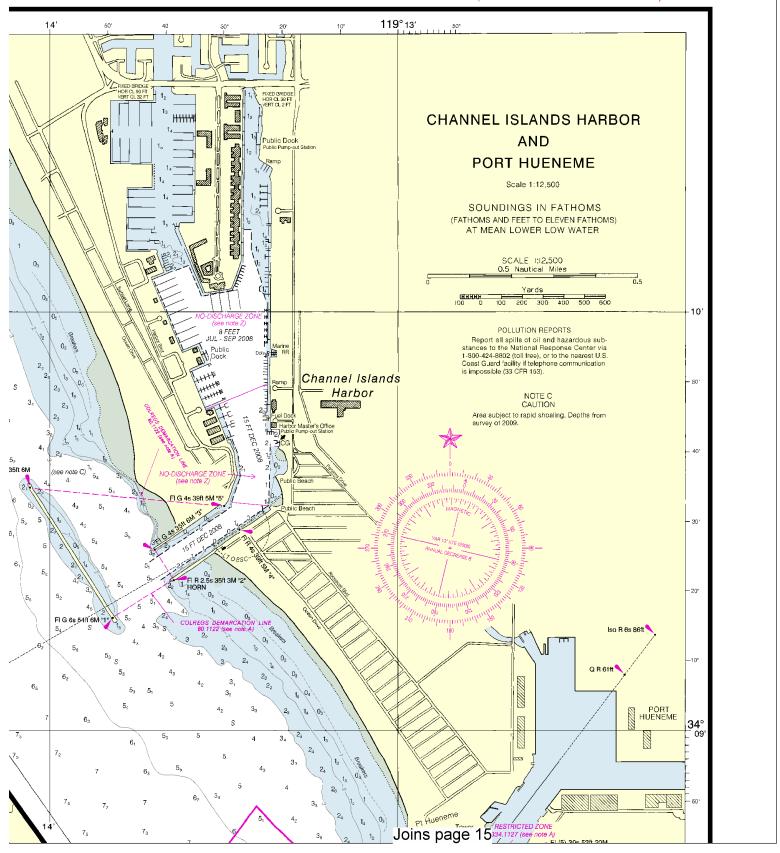


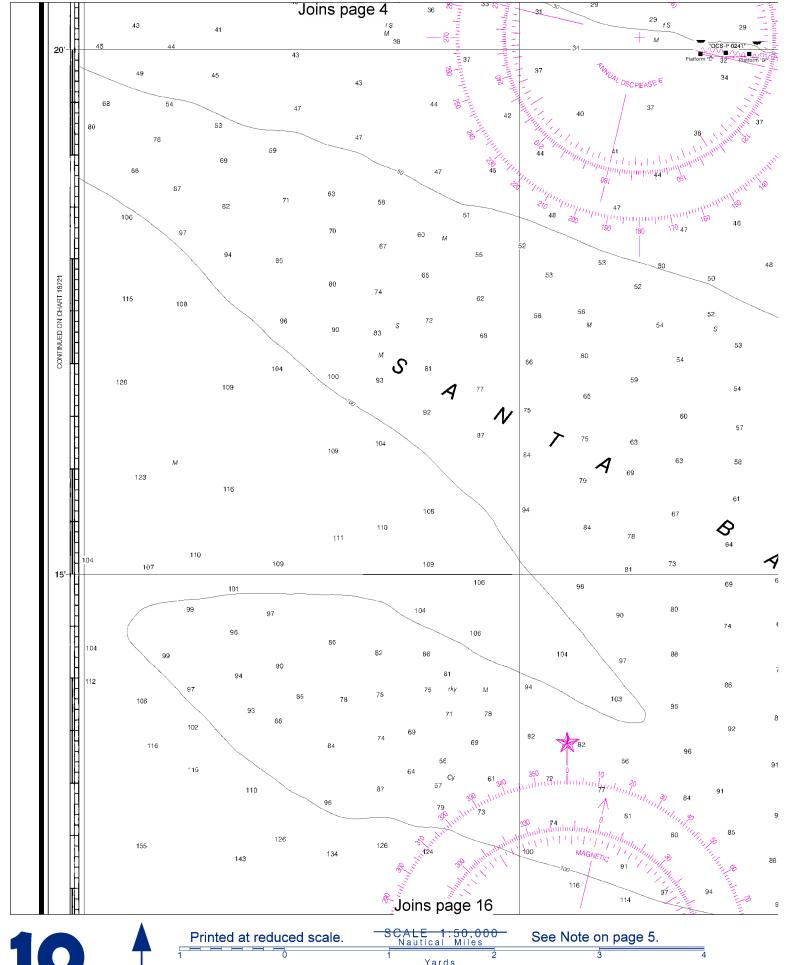


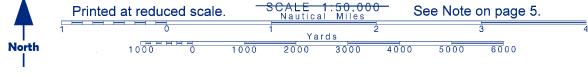


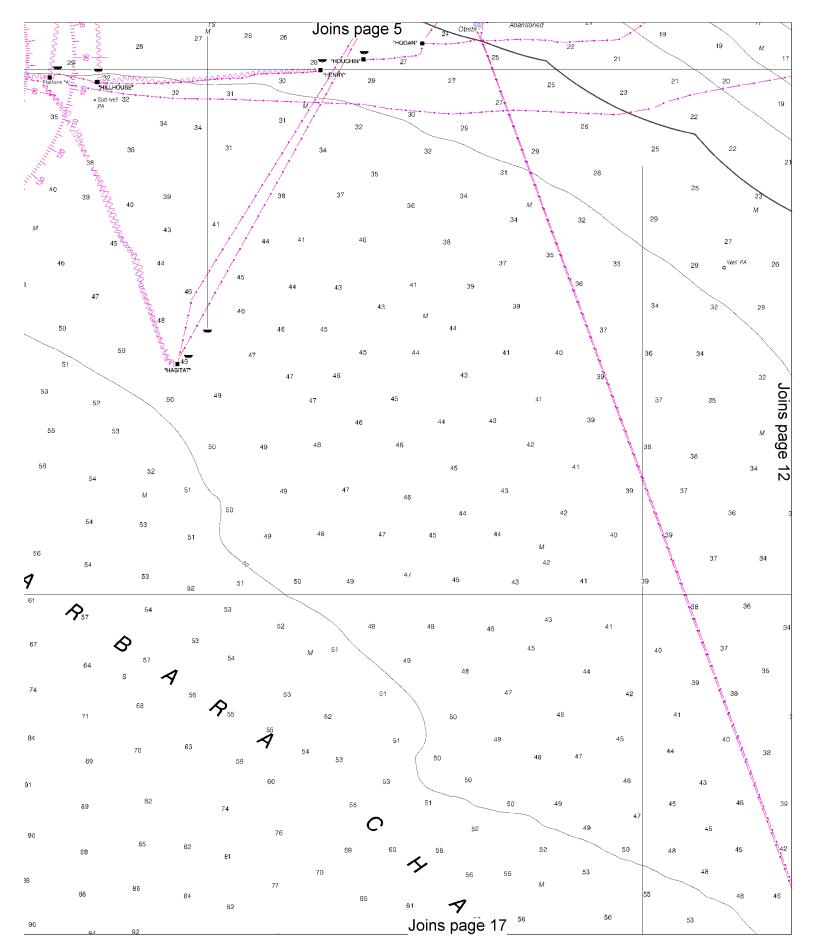
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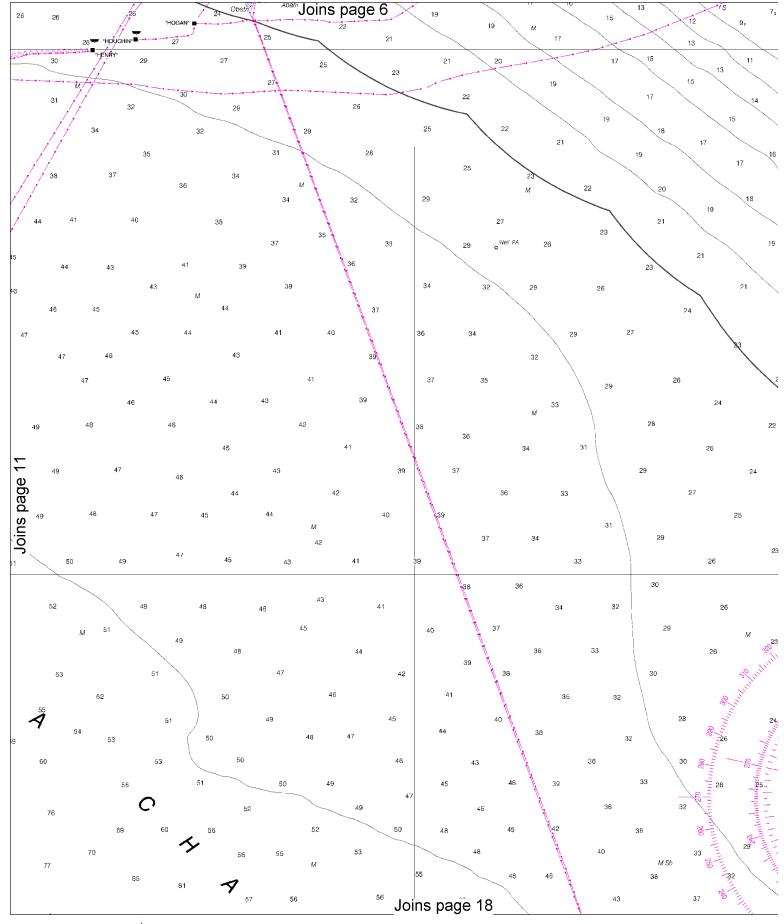
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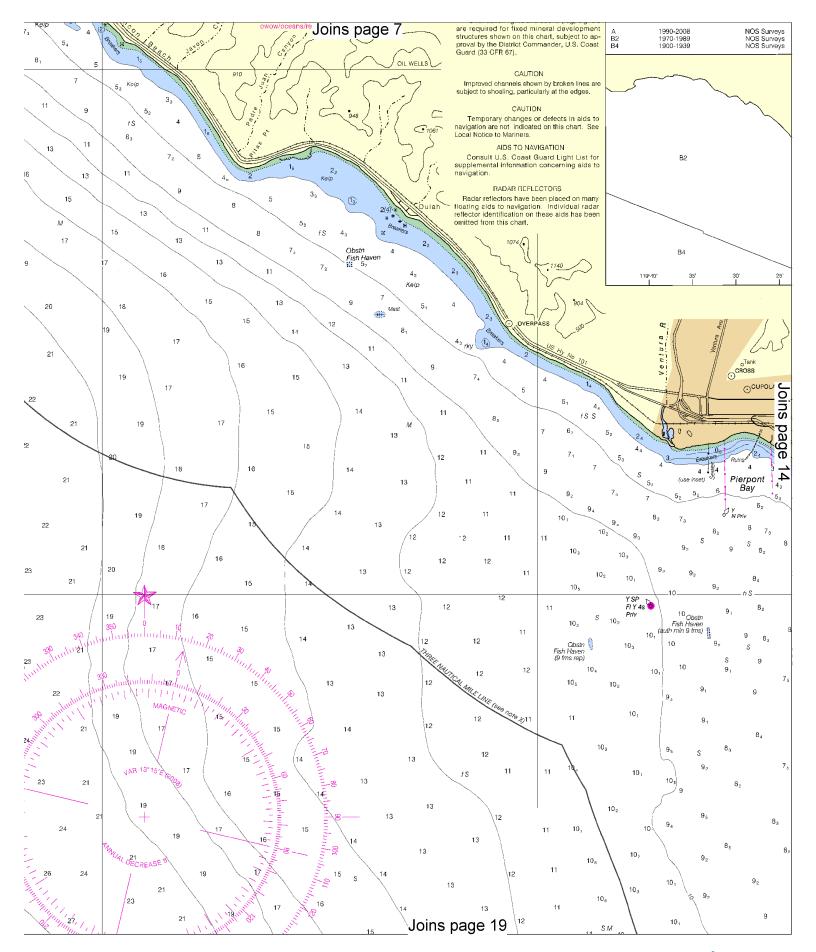


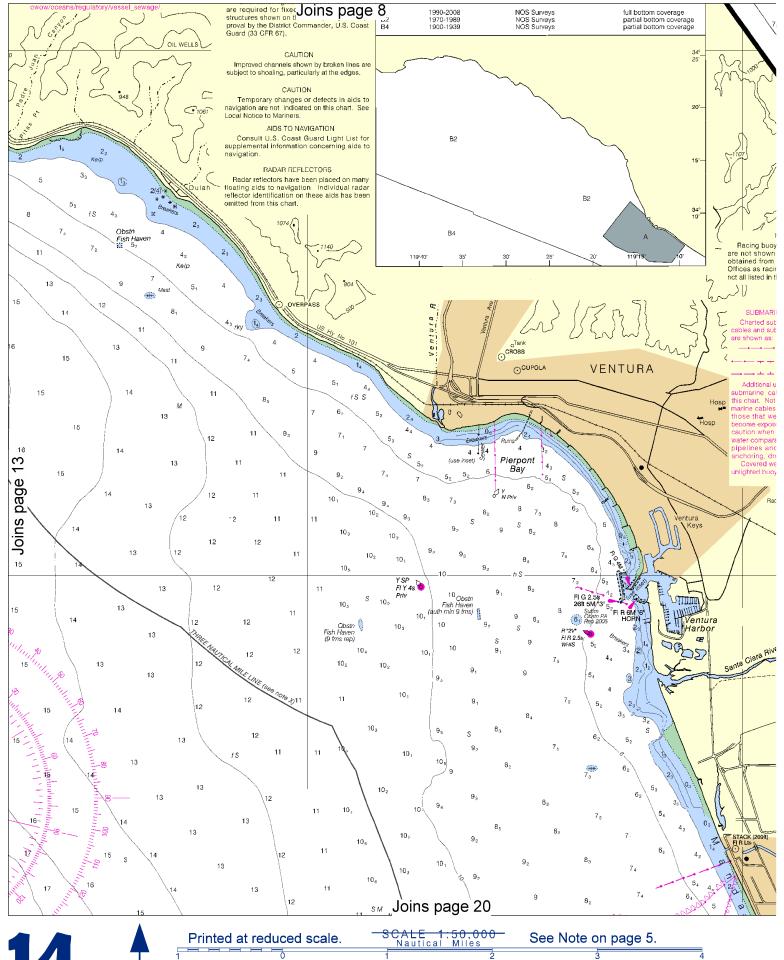




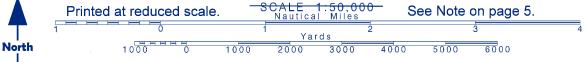


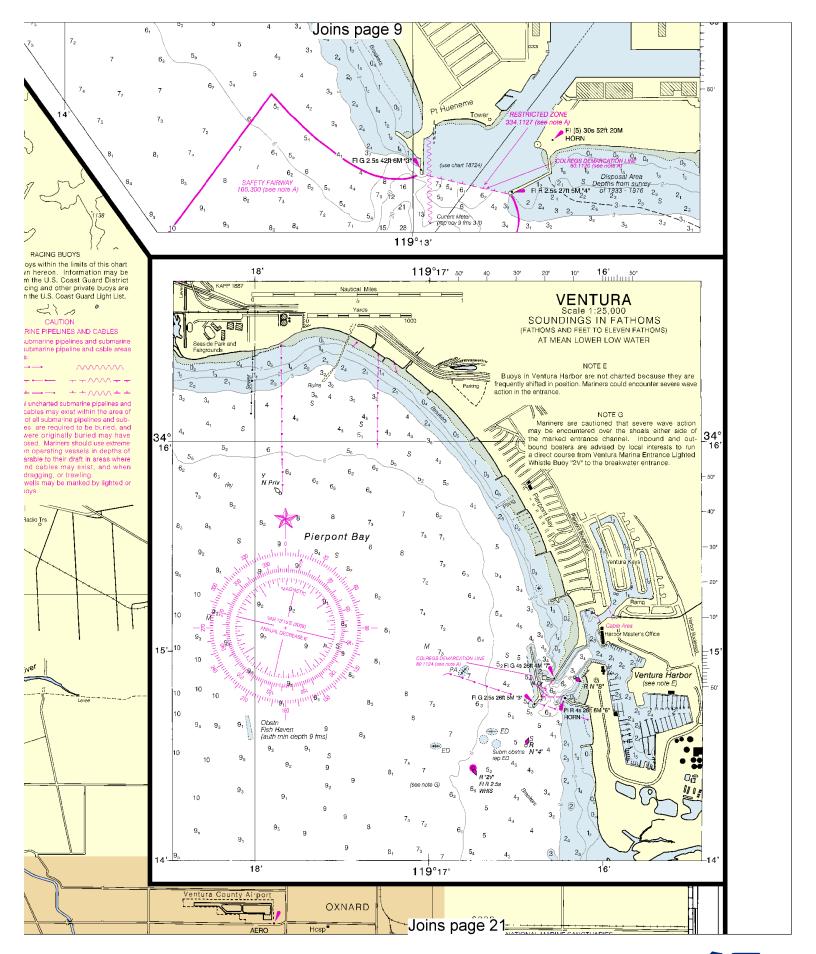


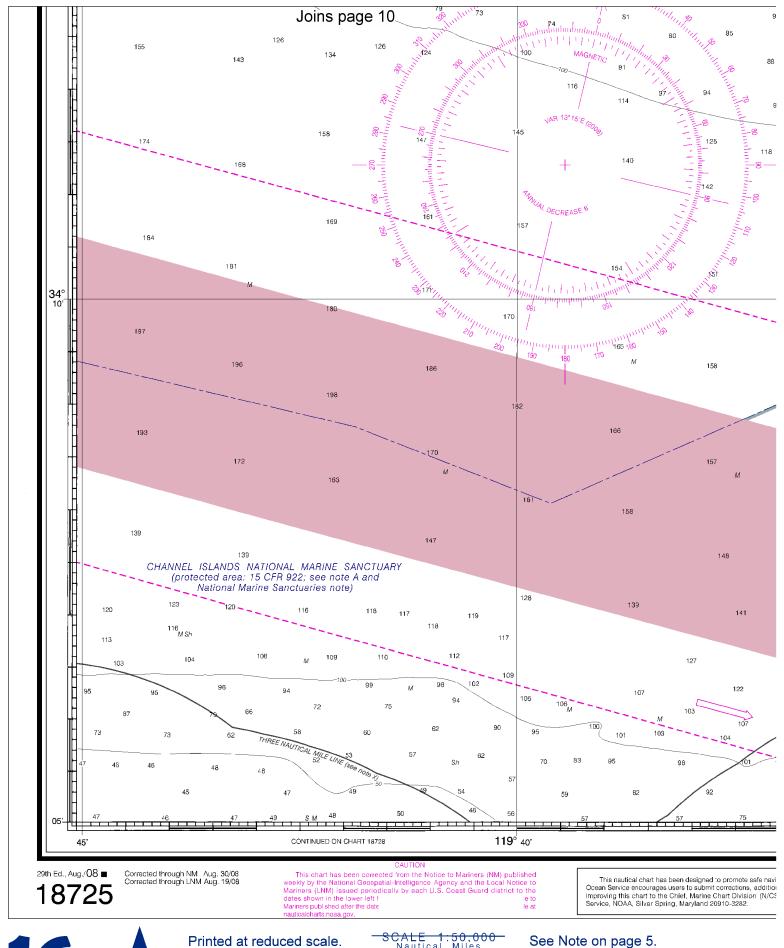


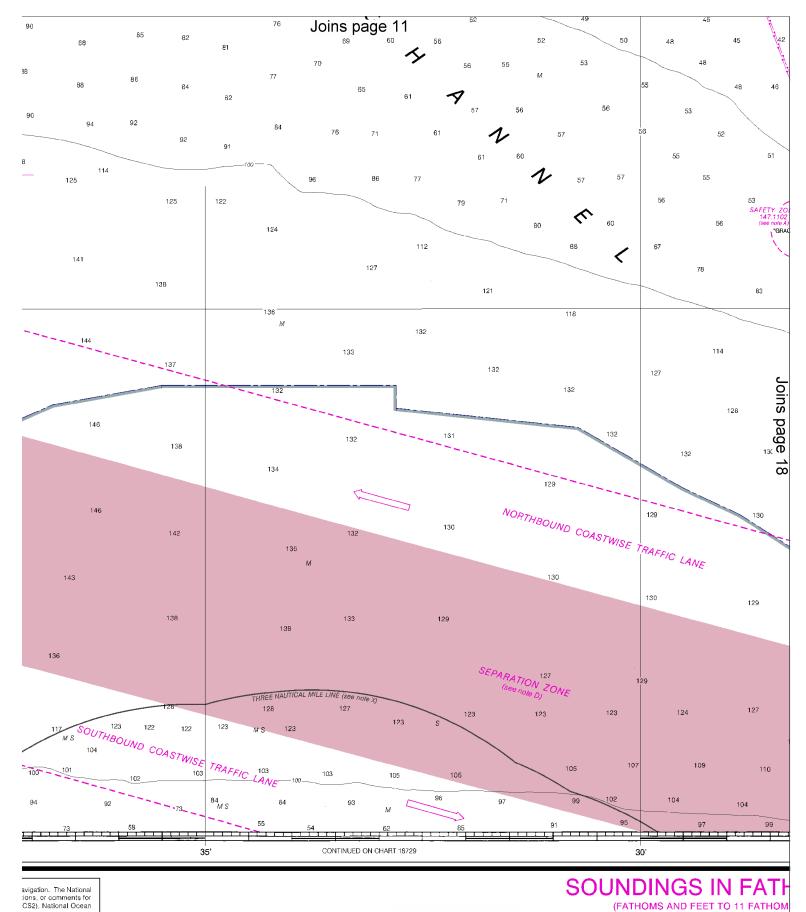




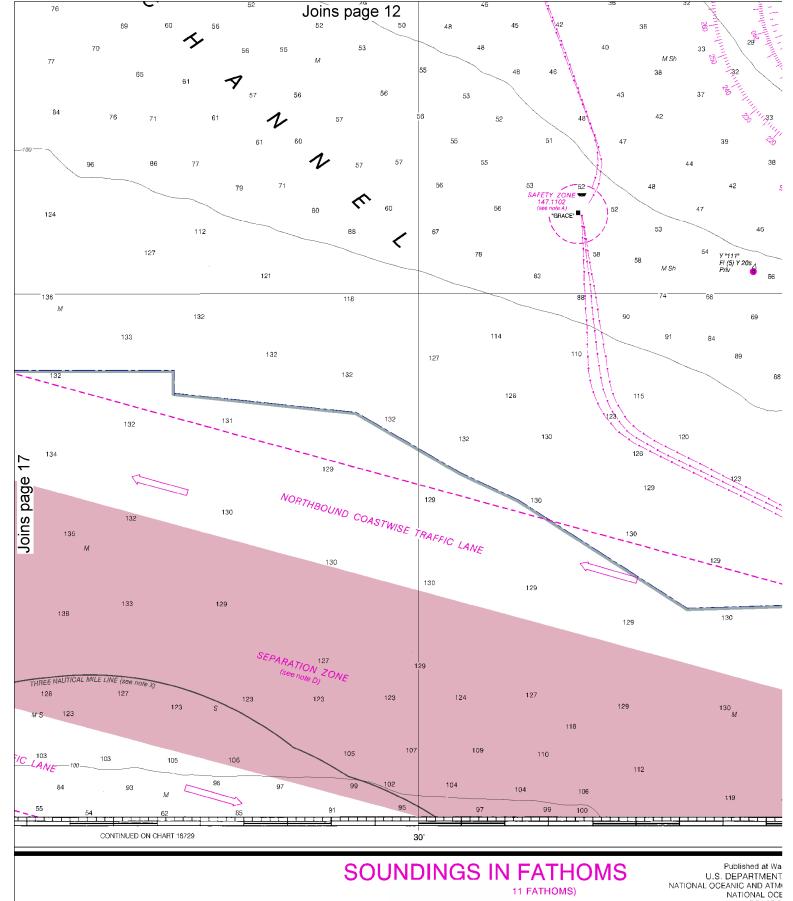






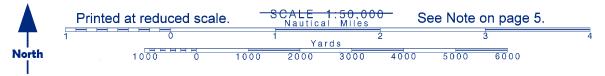


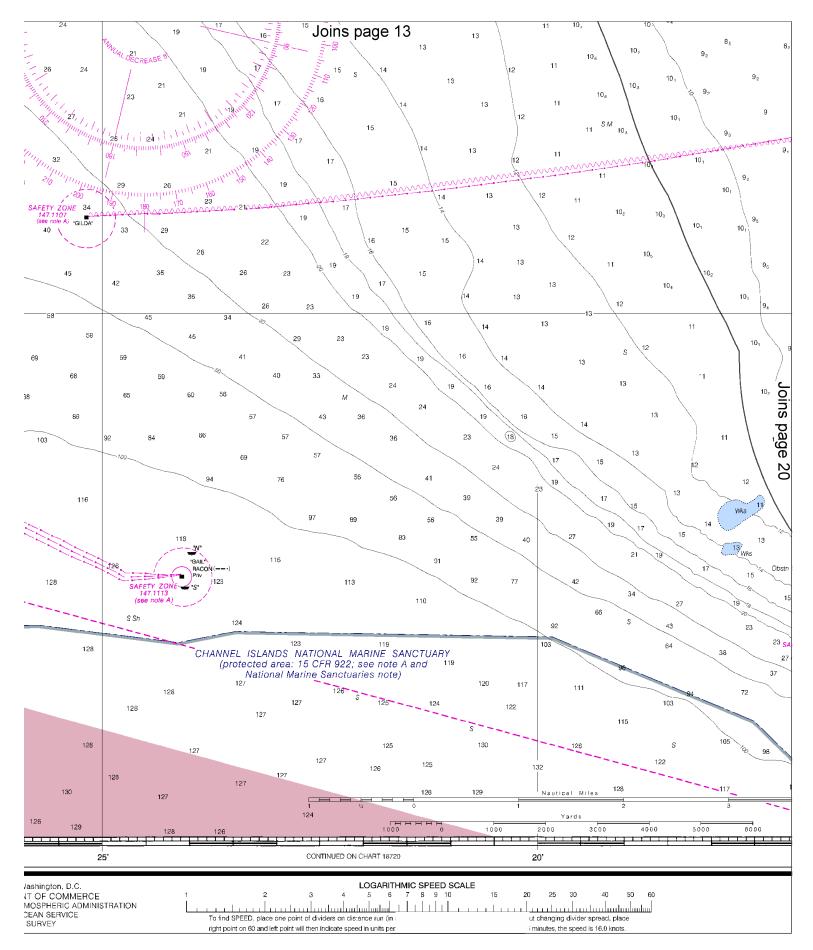
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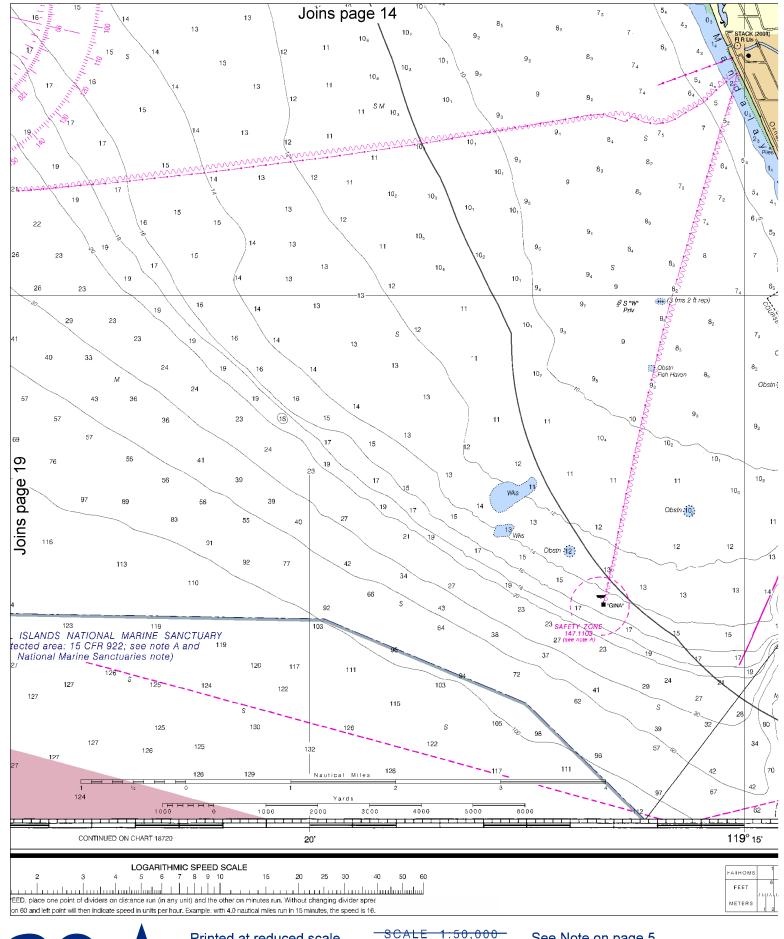


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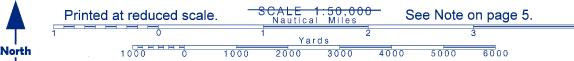


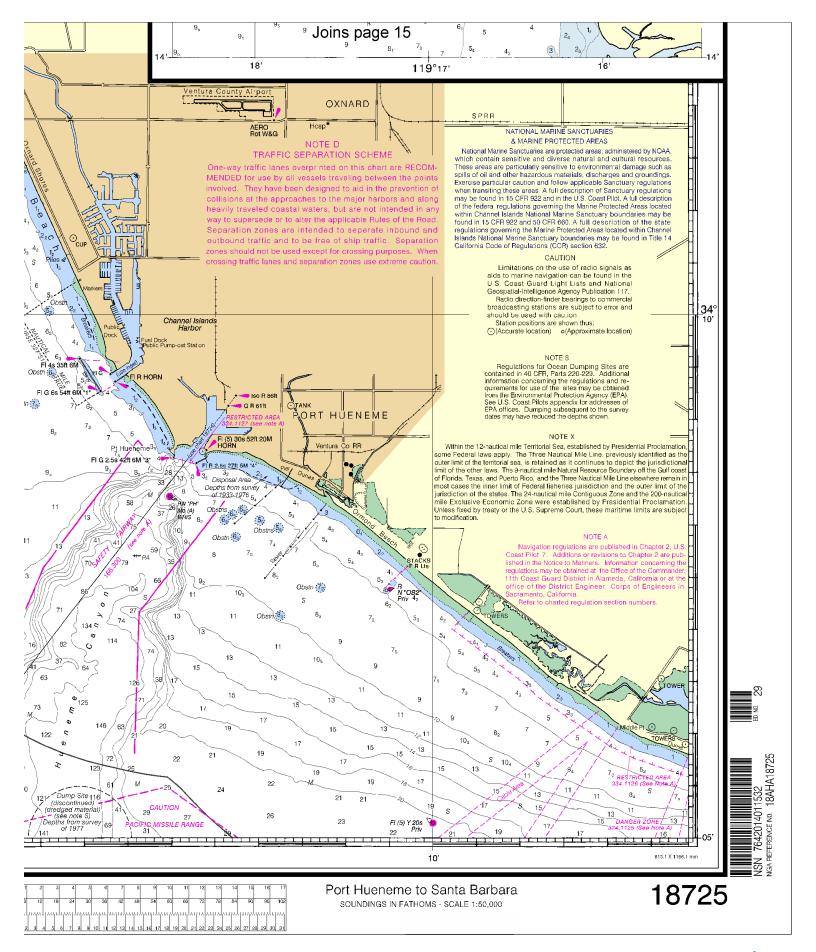












# **EMERGENCY INFORMATION**

## VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

## Channel 16 – Emergency, distress and safety calls

to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

#### **Distress Call Procedures**

- 1. Make sure radio is on.
- 2. Select Channel 16.
- 3. Press/Hold the transmit button.
- 4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- 6. Release transmit button.
- Wait for 10 seconds If no response Repeat MAYDAY Call.

#### HAVE ALL PERSONS PUT ON LIFE JACKETS!!

**Mobile Phones** – Call 911 for water rescue.

Coast Guard Search & Rescue – 510-437-3700 Coast Guard Los Angeles/Long Beach – 310-732-2030

Commercial Vessel Assistance – 1-800-367-8222

<u>NOAA Weather Radio</u> – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



# NOAA CHARTING PUBLICATIONS

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Official Print-on-Demand Nautical Charts — These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

# Official Electronic Navigational Charts (NOAA ENCs®) -

ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

# Official Raster Navigational Charts (NOAA RNCs<sup>™</sup>) –

RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at <a href="https://www.NauticalCharts.NOAA.gov">www.NauticalCharts.NOAA.gov</a>.

Official BookletCharts<sup>™</sup> – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is <a href="https://www.NauticalCharts.gov/bookletcharts">www.NauticalCharts.gov/bookletcharts</a>.

Official PocketCharts<sup>TM</sup> – PocketCharts<sup>TM</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at <a href="https://www.NauticalCharts.NOAA.gov">www.NauticalCharts.NOAA.gov</a>.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <a href="http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm">http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm</a>.

Internet Sites: <a href="https://www.Noa.gov">www.Noa.gov</a>, <a href="